

# AUTOMOBILE AND GARAGE NEWS

## Weekly Letter Of Von Hamm-Young Company

Hawaiian interests are awakening to the fact that motor trucks are far more economical than horse drawn vehicles.

Last week one two-ton Packard truck was delivered to the Kilauea Volcano House Company, and this week the Von Hamm-Young Co. are shipping on the Claudine one of the fine three-ton trucks which has been purchased by the Hawaiian Commercial Sugar Company, to be used in connection with their plantation business.

Next week the Von Hamm-Young Co. expect to have contracts signed for the building of their Hilo garage which they expect will be finished within sixty days. In the meantime a repair department has been started in temporary quarters, and is working overtime already. Several sales have been reported, among them a fine Cadillac five-passenger touring car to Mr. I. K. Matsunaga, another Cadillac touring car to Mr. Y. Hamano and still another to Mr. S. Masaka.

Among other cars which were delivered this week was a beautiful Pope Hartford fifty h. p. roadster, which was especially ordered by Mr. Theodore Cooke. It is a Club Roadster of racy appearance, with wide flaring guards, low seats and removable rumble seat in the rear which may be replaced with a deck upon which spare tires can be carried. The car is of the front door type, giving the pretty straight line effect. The ignition is of

the latest type, consisting of dual ignition with Bosch magneto. The coil is a single unit coil, with switch places on one end and provided with locking device. The transmission is selective, four speeds forward and reverse, direct drive on the fourth. The car is further equipped with the latest type of Gray and Davis electric light system, complete with dynamo and battery. It has a chauffeur's seat on the side of the car, which adds to its racy appearance.

This beautiful car is at present in the salesroom of the Von Hamm-Young Company, awaiting the arrival of Mr. Cooke, who ordered the car to be ready for him on his return from college.

### MUSCULAR RHEUMATISM.

When your shoulder is so lame that every movement of your arm pains you severely you may know that you have muscular rheumatism. Prompt relief may be had by applying Chamberlain's Pain Balm and massaging the affected parts with the palm of the hand at each application. Do not use your arm any more than is necessary for a day or two as every movement tends to aggravate the disease. For sale by all dealers. Benson, Smith & Co., Agents for Hawaii.

For the best made rubber stamps go to Wall, Nichols Co., Ltd. They make them.

## MOTOR CYCLES IN TRANSVAAL

It is estimated that there are over 1,000 motor cycles in Johannesburg and probably 500 more along the Reef, which is known as the Witwatersrand mining district. During 1911, 801 motor cycles were registered in this city, not including those registered in other municipalities along the Reef. From January 1 to February 8, 1912, 590 motor cycles were registered in Johannesburg. The figures for the other towns are not available. There are probably over 1,000 gasoline automobiles in use in Johannesburg, but only one electric.

The streets in Johannesburg and the larger towns of this consular district are well paved. The country roads, on the whole, are not considered good, though they will compare favorably with the average country districts of the United States. The license fee for any motor cycle in Johannesburg is \$2.50 a year. The retail price of petrol varies from \$4.38 to \$5.59 per 10-gallon case, according to quality.

The average prices for the better grades of motor cycles, with free engines, are \$353 to \$365. The standard model, with fixed engine, sells for \$304 to \$316. Other makes, of cheaper grade and construction, range in price from \$255 to \$304 for free-engine models, a slight reduction being made for standard models in this class. The side car, consisting of a third wheel and seat to be attached to motor cycles, is becoming popular here, the additional cost varying from \$48.66 to \$146, according to frame and fittings. Motor cycles for ladies, open-frame model, are being introduced into Johannesburg, the price being the same as for the ordinary motor cycle.

The names of the motor cycles most in use here, in order of numbers and prominence, are as follows: Triumph, Bradbury, Matchless, Humber, Rover, Bat, B. S. A., Precision, New Hudson, Zenith-Gracia, Rudge-Whitworth, Ivy, and Scott, all of British Manufacture. A German motor cycle, the N. S. U., has been sold here to some extent, in the past, but is not at present represented here. The Indian, an American make, is now being introduced here and is meeting with fair success. Other motor cycles on this market include the Singer, Rex, Royal Enfield, the James, Forward, New Comet, Abington, King Dick, and Douglas, of English make, and the F. M., of Belgian manufacture.

Engines of motor cycles for sale here should have a clearance of at least 5 inches, owing to the numerous stones encountered on outside roads. The tires universally used here are 2 1/4 inch. The customs duty on motor cycles is fifteen per cent ad valorem, with three per cent preference in favor of the British product.—Consular Report.

### AMERICA MAKES 700 CARS DAILY.

Registration figures up to April of this year show that there are 652,461 motor vehicles in use in America.

In 1911, the daily production of pleasure cars reached the surprising figure of 700 per day. This number will be exceeded at the present rate for 1912, one maker alone now producing 10,000 cars per month.

Up to 1911, registration figures showed 25,451 commercial vehicles in use and estimates place the production for 1912 at 30,000.

## EXTRAVAGANCE OF AMERICAN CHAUFFERS HOISTS GASOLINE BILL

A motor-designing engineer, whose name is not given, is quoted in "The Motor World" as having declared that the steady increase in the price of gasoline "ought to set to thinking every person interested in the automobile trade, and cause them to guess when the limit will be reached." When ever he sees the announcement of an advance in the price, he "indulges in one long sweet dream," in which he sees many, many ways by which the supply of liquid fuel could be conserved. One of these ways is the use of greater care by drivers in using it. He cites the impressive fact that, while in England the price is about double what it is in America, "it costs little, if any, more to operate a car in England than it does here."

The reason is "the American temperament." "British cars are no more perfected in design than are our cars; there is no more refinement in detail over there than is shown in the construction of American cars; their motors show no greater thermal efficiency than do the motors of our native birth, and yet they can go about double the distance on a gallon of gasoline. There are

only two reasons that I can see why this should be the case. First, because of the prohibitive tax on the higher-powered cars the average English automobile is light and low-powered; and, second, the average English car-owner prefers to travel at a uniformly moderate pace and does not accelerate the machine to sixty miles an hour and then retard it to twenty miles the next moment. There is not the slightest doubt that were an American car matched with a car of British manufacture, the cars being of equal weight and power and both provided with careful drivers, the average gasoline consumption per mile would vary but slightly. But the American desire for speed, the American's so-called pride, which will not allow of another car passing him on the road, cause the operating and maintenance costs to mount high. However, the usual run of car-owners have the idea that a motor-car is an expensive proposition; they think that about the only way to cut down expenses is to avoid being fined for overspeeding, and consequently they slow down every time they see anything that looks like a blue coat, and imagine that by so doing they are reducing operating expenses."

### CARE IN DRIVING

#### OVER CRUSHED STONE.

When county road commissioners are repairing the highways with crushed stone, motorists find many stretches that look alarmingly harmful to their tires. A little care in driving over places where ruts and hollows have been filled with crushed stone will prevent injury to the tires, says the Tire Man.

The best way to proceed when it is found impossible to avoid a short distance of stony road is to take it at reduced speed after releasing the clutch in the middle of the stony part, which would necessitate a fresh start while on the stones.

In case of a long distance of stony road, when it would be impossible to "coast" over the entire distance, the best thing to do is to throw in the first speed going over the stony part slowly. It may be explained that as the shocks of the road increase with the increased speed of the car, the cutting of the tires by the sharp stones will be reduced to minimum when proceeding in the manner suggested.

### MODERN GARAGE IN JAPAN.

It may interest American manufacturers of automobiles that an extensively equipped automobile exchange and garage has been opened at No. 7 Bund, Yokohama, Japan. It is claimed that this is the largest establishment of the kind in the Far East, and an assortment of various supplies is kept on hand for the accommodation of the steadily increasing number of automobile owners in this jurisdiction. The garage is in charge of Karel Jan Hora, of the firm of Letzel & Hora, architects and engineers, who are associated with the British-American importing and exporting firm of Sale & Frazar of Yokohama and Tokyo. E. W. Frazar, of the firm of Sale & Frazar, is largely interested in the importation of American automobiles.—Consular Report.

Count S. Sakuma, Governor General of Formosa, has imported the first

## CHALMERS "30" AND EFFICIENCY—A LITTLE SERMON BY HOWES

"This is the age of specialization and efficiency," says Frank E. Howes, local dealer in Chalmers cars. "Because it increases a man's efficiency two-fold, the motor car has been adapted to nearly every line of business. Now comes the car which is specialized to suit certain lines of business. I refer to the new self-starting Chalmers '30' roadster.

"Two-passenger cars have always been popular, but here is a car of this type which has greater possibilities than earlier roadster models.

"The Chalmers '30' roadster is designed and built for men who want efficiency combined with economy. This car makes its strongest appeal to physicians, contractors, real estate men, collectors and all who have a great deal of 'running around' to do.

"People nowadays expect doctors to have motor cars—they are almost as essential as prescription blanks. The contractor who does business without an automobile is wasting money—just as he would be wasting it if he tried to do business today with the same mechanical equipment he used ten years ago.

"Many of these Chalmers roadsters have been bought by companies who have large forces of inspectors or collectors or service men. The motor car service has always been found an economy.

"To the man, too, who owns a high priced touring car, a convenient, efficient, self-starting roadster is a great asset. Here is a car which supplements the service of the big touring car. For business he uses a light roadster instead of a big and expensive touring car. His wife or daughter may use the touring car for shop-

ping or calls and not deprive him of his car for business use.

"The new roadster has been a big success and has won admirers everywhere. It is a car which every man who has use for a two-passenger machine should investigate. It is a car which increases efficiency."

## BUSINESS GOOD IN AUTO CIRCLES


The week has been a fairly busy one for the local garages, but sales seem to have fallen off a little from the record of a few weeks ago. However no complaints are heard and the outlook for a good summer's business is considered bright.

At the Royal Hawaiian, Manager Wells reports the sale of one of the elegant little Carter-Car Roadsters to Manager James Gibb, of Honolulu plantation.

Manager Frank E. Howes, of the Associated Garage, returned this morning from a short trip to Hilo where he went to make personal delivery of a magnificent Pierce-Arrow—one of the very latest things in automobile manufacture.

April established a new month's record at the Cadillac plant in the matter of shipment of cars. Some 1873 cars left the factory during April, an average of about seventy cars a day.

Window envelopes at Hawaiian Star office. No addressing necessary in sending out bills, etc.



## Stevens-Duryea

### First

The first successful American automobile was the "Duryea wagon"—the original Stevens-Duryea.

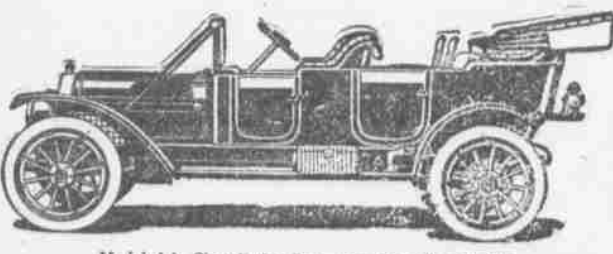
The first marketable six-cylinder car was a Stevens-Duryea.

The first car to show practically every important improvement in motor-car construction has been the Stevens-Duryea.

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### Von Hamm-Young Co.

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Model AA, Six-cylinder, Seven-passenger Touring Car

Stevens-Duryea Company Chicopee Falls Mass  
Pioneer Builders of American Sixes

automobile into this island. It is a four-cylinder car and was constructed in Tokyo. Another car is to be ordered soon by the Taiwan Railway Hotel for the use of its guests.—Consular Report.

Glenn H. Curtiss, the noted aviator, being interested in automobiles, recently purchased a Flanders electric coupe.

Fine Job Printing, Star Office

## Drawn Wire Lamps on Battle Ships

Extract from "Popular Electricity" Magazine, April, 1912

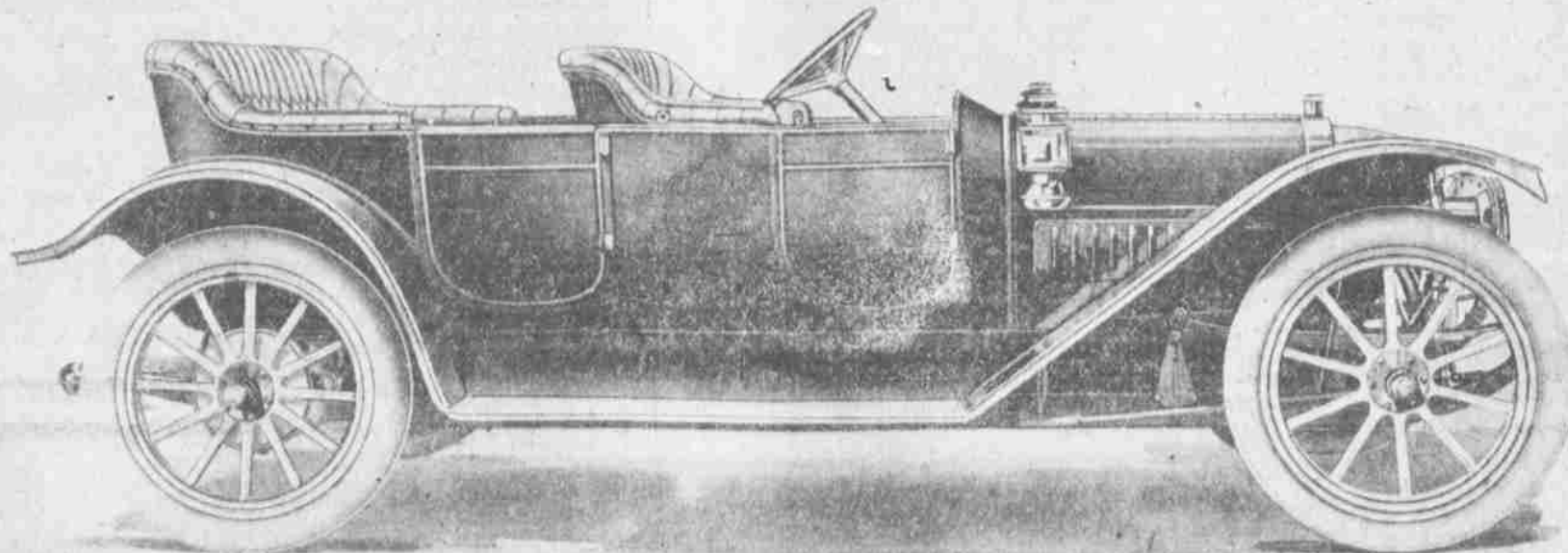
The Navy Department has recently ordered 50,000 clear and 10,000 frosted 25 watt, 125 volt "Columbia" drawn-wire Mazda lamps. In connection with the use of drawn wire lamps on battleships, tests have shown that these lamps are suitable for any kind of service conditions on board ship. A particular case might be cited. After a target practice with twelve inch guns on the U. S. S. Delaware it was found that one-third to one-half of the carbon lamps on board the vessel were put out of commission, while of the twelve drawn-wire Mazda lamps which were placed in the compartments immediately beneath the large guns, where vibration was greatest, none were noticeably affected.

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